



Point A to Point CLE

Land Use, Transportation & Sustainability

RAY HOM

OLIVIA ORTEGA

MEG MATKO

DOUG DEROSE

PATRICK SHEPHERD

STEPHEN SNITZKY

STEVEN DIERINGER

ISAAC ROBB

JULIA WANG

ALEKSANDRA BRANKOV

CAROL CARUSO

ASHLEY WASIELEWSKI

DAVE MARGOLIUS

JOSE FELICIANO

AMY SNELL

SRUTI BASU

MARIKA CLARK

JEFFREY VERESPEJ

JAY DUMASWALA

1. Aspiration Statement

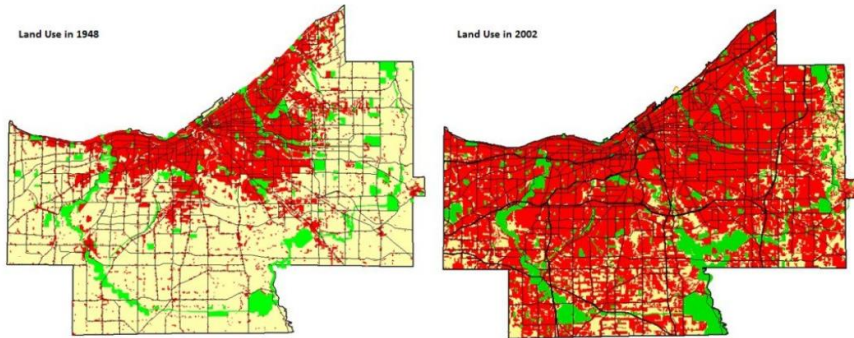
We are a transportation system that is multimodal and accessible throughout northeast Ohio. This network of mobility aligns economic opportunities and affordable housing, maximizes existing infrastructure, and prioritizes equity, connectivity, and wealth building in communities historically excluded. Today, every person has the power to get from Point A to Point CLE.

2. Action Plan

- *Short term actions:*
 - *Create vision statement about what TOD would look like along our existing transit hubs*
 - *COMPLETE*
 - *Encourage people to partake in GCRTA surveys and public meetings*
 - *In process; This group has done outreach around GCRTA surveys and plans to attend some public meetings*
 - *Meet as a committee for at least 1 hour a month, organized by co-leads*
 - *COMPLETE*
 - *Identify stakeholders and research ongoing initiatives and efforts*
 - *IN PROGRESS*
 - *Members are compiling research from online resources*
 - *Next steps will include in-person meetings with various stakeholders to collect more input*
- *Long term actions:*
 - *Mobilize stakeholders to drive advocacy strategy*
 - *Community-wide push for TOD through various channels*
 - *Ensure community has a voice in strategic TOD plans*

3. The Change We Want to See in the Data

Today's Data



2030 after Action Plan

- In 2030, we envision the areas within $\frac{1}{4}$ of a mile of transit hubs will be dense.
- We also envision development around existing transit routes and main corridors.
- We want to create a culture change that facilitates future compact development with its attendant benefits.
- People will be able to move from place to place in a reasonable amount of time and with reasonable ease via public transit.

4. The Change We Want to See in the Lived Experience

Today's Lived Experience

Kendall lives in Larchmere and has great access to transit a short walk away at Shaker Square. However, as a woman of color, Kendall feels unsafe while riding public transit--especially from men giving her unwanted attention. She feels safer driving her car, even to run short errands due to negative encounters with men. This problem is exacerbated by the relatively low number of transit users that make trains feel empty and even less safe.

2030 after Action Plan

- In 2030, we envision that ridership is routine across households of varying socioeconomic backgrounds.
- We envision that all individuals feels safe riding transit due to the increase in choice-riders.

5. How Our Action Plan Leads to the Change

Lived Experience

Our short-term action plan may not have a direct impact on our set goals. Rather, it will enhance our broader understanding of the landscape and challenges of public transit in our region. From there, we can use this picture to develop tangible steps to move the needle.

Economic Growth

YES or NO	Plan will influence
YES	Workforce – The attraction, growth or retention of a skilled workforce.
YES	Infrastructure – Investments or improvements in things needed for commerce such as roads, machines, factories and airports.
YES	Natural Resources – The amount and availability of natural resources like water, electricity and fuel.
YES	Technology – Improvements or investments in technology and innovation.

6. Updates, Reflections, Help Needed

Highlights

“We had our aspiration statement pretty early and it's stood the test of time thus far.”
“The group has continued to meet and set goals for itself”

Reflections

“This is a huge topic with plenty of discussion taking place with a number of organizations already. I'm not sure what the end game will be for our group, but we have to trust the process.”

Help Needed/Next Steps

“Finding the data we want to benchmark is going to be difficult”
“Our group is still committed, however we are losing some interest. Perhaps the next step in the process will bring more interest from some team members.”

7. Optional slide

What else does the public need to know before Phase II?

COVID-19 has changed the nature of using public transit. Across many transit agencies, ridership has decreased by about 80% and now encompasses mostly essential trips.

COVID-19 has also impacted perception of living in densely populated and developed areas.

Our group will need to work through these challenges as we create a plan to advocate for transit-oriented development.